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SWITZERLAND

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Exhilarating
DAYS Health Conditions
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That is the cost of a third-class season ticket on the railroads and steamboats of Switzerland. First-class for the same period being \$18.24; second-class \$13.44.

FIGURES THAT CONVEY AN IDEA OF THE
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Longer periods are actually less in proportion—30 days costing \$14.40, \$20.16 and \$27.84, and 45 days \$18.24, \$25.92 and \$35.52, third, second and first class, respectively. Remember, too, that it is rail and boat travel without equal for luxury and comfort throughout the world, with luxurious and commodious corridor carriages and steamboats with every up-to-date appliance; visiting every point of interest, encircling the beautiful lakes, linking up the picturesque cities and villages, with fresh beauties of the incomparable Swiss scenery unfolding with every bend in the line. Rail travel alone is an inexhaustible source of pleasure in Switzerland, but combined with the charm of a Swiss summer, with towering peak and glacial height ever reflecting glorious sunshine to the verdant valleys beneath, with an atmosphere of rare purity—delightful warmth tempered by rarified airs—then truly it is said:

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ANHEUSER-BUSCH PLANT

HAS A \$530,000 FIRE

Blaze of Unknown Origin Destroys
500,000 Bottles of Beer, With
Buildings.

ST. LOUIS, Mo., April 27.—Fire of unknown origin caused a loss estimated at \$530,000 in the mammoth plant of the Anheuser-Busch Brewing Association early today and for a time threatened the entire establishment with destruction. Five hundred thousand bottles of beer were destroyed and millions of burning corks made such a dense smoke that the firemen fought the flames in a black smudge.

Streets Flooded With Beer.

The streets about the plant flowed with beer for more than an hour, and smoking corks bobbing up and down in the stream gave the streets a unique appearance.

The bottling and storage houses were completely destroyed, entailing a loss of \$200,000.

Valuable paintings and furniture stored in the buildings by E. A. Faust, vice president of the company, were destroyed, with a loss of \$20,000.

BIG BUILDING IN VIEW.

Illinois Association Plans Mammoth
Structure for Chicago.

CHICAGO, Ill., April 27.—An exposition building three times as large as the Coliseum in this city, where several national political conventions have been held, and more than twice as large as Madison Square Garden, New York, is to be erected in Chicago by the Illinois Exposition Association.

The association has been incorporated for \$50,000, and letters soliciting subscriptions are being sent to 1,000 of the principal business firms, corporations and capitalists of the city. It is estimated that a minimum of \$2,000,000 will be needed to finance the scheme.

"Chicago is the pivotal point of the nation," said Harlow N. Hichtham, who is treasurer, "and it is high time that the needed accommodations for expositions, conventions, trade shows and like enterprises be provided."

Plans for the structure contemplate a seating capacity of between thirty and forty thousand.

CIVIL WAR VETS UNITE.

Grant's Birthday Anniversary Celebrated by Blue and Gray.

CHICAGO, Ill., April 27.—Romances of the civil war were renewed at Galena, Ill., today in one of the most remarkable gatherings of former Confederate and Union soldiers held since the close of the war. Hundreds of former associates and opponents of Gen. Ulysses S. Grant, from every part of the United States, gathered at the former home of the dead warrior and statesman to celebrate the eighty-eighth anniversary of his birth.

An interesting feature of the celebration is the fact that the orator of the day, Col. James Hamilton Lewis, is the son of one of the Confederate generals who surrendered to Gen. Grant. In the audience were hundreds of former soldiers who bore arms against Gen. Grant during the war.

Gen. Frederick Dent Grant violated his own fixed rule not to take part in celebrations in honor of his father and went to Galena today.

As a result of a fall out of bed, John Tumble, eighty-five years old, sustained a paralytic stroke and died at his home near Pilot, Cecil county, Md.

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